

DIED, BUT SAVED HIS TRAIN.

ENGINEER PLUNGES WITH LOCOMOTIVE INTO NEWARK BAY.

Special Of the Tracks on a Trestle—Engine Dies Over, but Cars Remain on the Ties—A Close Call, Though.

The Atlantic City Special of the Central Railroad of New Jersey, due in Jersey City at 11:40 A. M., ran into an open switch at 11 o'clock yesterday morning between Bayonne and Elizabethport, N. J., on the long trestle across the bay. The engineer, William Mooney, stuck to his seat while the locomotive ripped its way across the ties and plunged into the bay. He was killed, buried in the mud and water deep under the engine, but his heroism saved the lives of the passengers. Charles Hubbell, the fireman, caught a glimpse of the engine as the locomotive toppled over, and his hand was still on the throttle.

Hubbell jumped and saved his own life, but Bill Mooney told him "Jump," yelled Mooney when he saw there was no chance to keep the engine on the trestle, "Jump, Charley, and do it quick."

There were a hundred or more passengers on the train, and though many of them told tales of panic and wild excitement in the nervousness that follows the realization that they were saved, it is doubtful if they felt much more than a bump and jar or heard anything save the crunching of the engine wheels on the trestlework.

The Atlantic City Special, an Atlantic City yesterday morning at 8:30 o'clock, a baggage car, combination smoker, first class coach and Pullman making up the train. Usually the special carries from forty to fifty persons on the morning trip from Atlantic City to New York, but yesterday there was an unusually large crowd—about a hundred, the officials thought.

The train got to the trestle a little behind time. The trestle is the longest across Newark Bay. For the greater part of its length it is double tracked, but a third track has been added, which necessitated changing switches that connected the tracks. The big trestle runs between Bayonne and Elizabethport, and it was at a point about midway between the cities that trouble came to the special.

A gang of workmen have been laying a new switch about one hundred and fifty feet east of the drawbridge, and adjusting new signal apparatus. They were at work when the train came along, and they dropped their tools at its approach. The engineer of the special, when he pulled through the drawbridge slowly, saw the safety signal set and let out a few notches of the throttle. He had a little time to make up.

Then in a flash he saw that the new switch was not disconnected from the eastbound track; that somebody had blundered and had forgotten to give warning. As the locomotive rumbled on at right angles to the track, it was about half a mile from the edge of the trestle and going straight for the water.

With a hundred yards more to work in Bill Mooney would have done the trick, but time and the engine were against him. In a second what was about to happen and then he yelled to Hubbell to save himself, but the engine was crashing over the edge of the trestle and going straight for the water.

Hubbell took a header right through his window and down the side of the locomotive, reached the south side of the trestle, hung for a second and then dropped into the water. The engine turned over and lay half buried in the soft mud and water. The engineer was killed instantly, probably crushed by the weight of the locomotive.

The baggage car went crashing after the locomotive along the ties, but the coupling broke and it did not go into the water. Behind, the combination smoker jerked away and turned to the right at right angles to the baggage car, where it hung poised over the edge of the trestle. The day coach and the heavy Pullman didn't leave the track, and came to a halt, although they knew something serious had happened, were hardly shaken.

If Engineer Mooney had jumped, as he might easily have done when he saw what was ahead of him, the chances are a hundred to one, the railroad people say, that the smoker and the day coach would have gone into the bay and that a half a dozen passengers would have been killed. As for the passengers in the Pullman, they never were in much danger. The weight of the suspended cars would certainly have snapped the coupling.

The trestle is about six feet high and the mud and water where the engine went over is from ten to twenty feet deep. The trestle of the Jersey Central was on the spot from Jersey City within a half hour after the accident, and after he sized up matters he sent for the Merritt and Company's big marine derrick, that yanks locomotives and many tinned things out of holes and deep water as easily as a child swings a top on the end of a string. The marine derrick was at work by 3 o'clock.

In the baggage car that bumped along the edge of the trestle and stuck were Baggage Master Money, George Allman, Pullman's chief baggage checker, a queer animal, a curiously deformed thing that was mostly horse but reminded one of an elephant. It was on an extension at Atlantic City and Allman was taking it to one of the shows at Coney Island. It was in a wooden cage or cage in the forward end of the car.

Allman was standing by the open door of the baggage car when it bumped over the ties and he was pitched into the water. Money, standing near him, saved himself by clinging to the side of the car. One of the laborers got a rope and hauled Allman out. Fireman Hubbell had been pulled out, meanwhile, hanging on to a big rail wrench two feet from the trestle.

The deformed horse was thrown out of the car and in its terror threatened to do itself injury before the laborers could get it. It refused to get out of the car, and the trestle and the wrecking crew were in a quandary what to do with it when they got there. The S. P. C. A. of Jersey City, which was informed of the case, sent men with a sling to get the monstrosity out of the car. After a good deal of work they rigged a sling, took it out of the car and laid it on the trestle for the beast to walk upon. Then they slung it upon a flat car and got it off the trestle into another express car.

When the men were found out that had happened, a few seconds after Bill Mooney gave his life for them, they were pretty badly scared, more by the thought of what might have happened than anything else. They were delayed only about an hour and then were put aboard another train, which was made up and run into Jersey City. The wrecking crew got the tracks cleared in about two hours.

Engineer Mooney lived in Atlantic City, and when his body was recovered it was sent there. He had been married and had been working double time to oblige an engineer friend. Had it not been for his kindness he wouldn't have been on the special yesterday.

Vice-President and General Manager W. G. Bester of the Jersey Central said the loss would be small, perhaps not \$10,000. "But," said he, "the loss to the company is not in the money, but in the fact that I've heard of seven or eight and that happened when I was on a Western road years ago. Still, I oughtn't to call it luck, perhaps. It looks like pure heroism on the engineer's part. He did his best to stop the train and did get it stopped, a 'rough the locomotive' went over and buried him. He had a splendid reputation on the road, that of a good steady man who did his duty."

"The accident was caused by the carelessness of the men at work on the new signal apparatus," said the vice-president. "The report made to me informs me that they expected to close the switch which

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Then the Hopes Slipped and He Slipped, but Landed in Safety—Inventor Highly Pleased and Says He Will Soon Have an Aeroplane Run by a Motor.

Israel Ludlow of 250 West Seventy-eighth street, tempted fate with another slipshod yesterday afternoon. Airship No. 6, as Mr. Ludlow calls her, is a sister ship to the "Riviera," which floated, or rather tumbled, into prominence a little over a week ago. No. 4 is much larger and much better behaved than her elder sister.

The new one is 27 feet over all, 25 feet wide and has 90 yards of cloth in the supporting surface, which, according to the inventor, is the largest man-carrying aeroplane ever built. No. 4 is man-carrying, all right, and the man who was carried has the marks to prove it.

The first trial yesterday was without human ballast and took place at the foot of West Seventy-ninth street. The white winged creature got a start from an automobile very much as the small boy starts a kite by running with it along the ground. The kite string in this case was half inch rope, which Mr. Ludlow managed from the rear seat of the auto. The big kite sailed off the ground, cheered by the 2,000 or more people who had been attracted by the free show, but just as it was about to rise a strong wind came and the small boy stopped running with his kite, or, rather, Mr. Ludlow's automobile reached the end of its route and down came the whole concern.

But Mr. Ludlow was far from discouraged. He explained that No. 4 had shown none of the flopping qualities that disgraced her sister, and might be looked on as a very steady young thing of her rather airy kind. Two more trials were made, and then Charles Hamilton, of 302 West Forty-seventh street, a balloonist who has had so many bones broken that he is used to it, got on a little seat which was swung from the center of the aeroplane, and tried to look pleased as the machine rose slowly into the air.

He succeeded rather well until about twenty-five feet from the ground, when the ropes slipped, Mr. Hamilton did likewise and hung by one of his arms from a rope soft spot to light on. The pavement stung the soles of his feet and he cut his hands on the rope, but he kept his confidence in the ship and is ready to be offered up again on the altar of science at any time.

Two more flights were made after Hamilton's fall, and the last attempt was very successful. The machine sailed steadily to a height of 250 feet and remained in perfect equilibrium so long as the motive power, the automobile, remained in motion.

It's a perfect success," said the happy inventor. "These experiments have been to test the safety and rigidity of an aeroplane when soaring. All I need now is a motor to replace the automobile and then the problem is solved."

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